

CHAPTER 25 CERTIFICATE REPAIRMAN FOR EXPERIMENTAL AIRCRAFT

Section 1 Background

1. PTRS ACTIVITY CODES

A. *Maintenance*: 3510

B. *Avionics*: 5510

3. OBJECTIVE. This chapter provides guidance for the issuance of Repairman Experimental Aircraft Builder certificates and the cancellation of surrendered certificates.

5. GENERAL. FAR 21.191 says Repairman Experimental Aircraft certificates are issued for individual builders of aircraft certificated under the FAR Part 21 experimental category for the purpose of operating, amateur-built aircraft, the major portion of which has been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation. These repairmen are in no way associated with repairmen certificated under FAR § 65.104.

A. Only the primary builder of each amateur-built aircraft may be certificated as a repairman. As such, the primary builder is privileged to perform condition inspections of the same scope as Appendix D of FAR Part 43.

B. Aircraft manufacturing companies that produce experimental aircraft are not eligible for repairmen certificates for amateur-built aircraft.

7. ELIGIBILITY REQUIREMENTS

A. The applicant must be a U.S. citizen or an individual admitted for permanent residence in the United States. The applicant must also be at least 18 years of age, and the primary builder of the aircraft.

(1) When a club, school, or partnership builds an aircraft, only one individual (such as the class instructor or designated project leader) will be considered for issuance of a repairman certificate for that aircraft.

(2) An individual working alone who applies for a repairman certificate must build the majority of the aircraft in order to be eligible for the certificate.

B. Applicants will be considered to have the requisite skill to determine whether the aircraft is in a condition for safe operation when at least one of the conditions below is met:

(1) The airworthiness inspector has knowledge that the aircraft was constructed by the individual builder. The inspector may accept information from another airworthiness inspector involved in the original aircraft certification and familiar with the builder's expertise.

NOTE: Advisory Circular 20-27, Certification and Operation of Amateur-Built Aircraft, as amended, notes that amateur builders have adopted the practice of calling upon a person having expertise with aircraft construction techniques, such as Experimental Aircraft Association (EAA) technical counselors, to inspect components and conduct other inspections as necessary. This practice has been highly successful in ensuring construction integrity. Therefore, FAA inspectors may use Experimental Aircraft Association technical counselors as resources in verifying the builder's expertise.

(2) The applicant presents satisfactory evidence, such as the aircraft construction logbook

(3) The applicant proves to the satisfaction of the inspector an ability to perform condition inspections and an ability to determine whether or not the aircraft is in a condition for safe operation

9. PRIVILEGES AND LIMITATIONS. The builder of a certificated experimental aircraft, who also holds a repairman certificate for that aircraft, may perform the condition inspections required by the operating limitations. Condition inspections will be performed in the same scope as in FAR 43,

Appendix D. The aircraft will be identified on the repairman certificate by make, model, serial number, and certification date.

A. During the aircraft certification process, the FAA issues operating limitations, as required by FAR § 91.319, to ensure an adequate level of safety.

B. The operating limitations require that the subject aircraft be inspected annually by a repairman, the holder of an FAA mechanic certificate with airframe and powerplant ratings.

11. RECIPROCAL ACCEPTANCE BETWEEN CANADA AND THE U.S.. U.S. or Canadian amateur-built aircraft that are acceptable under the provisions of FAR § 21.191(g) or appropriate for certification in Canada under Canadian Air Regulation 211(3) are allowed free reciprocal access between Canada and the United States.

(1) A special flight authorization may be issued by the New York Aircraft Certification Office (ANE-170), delegated to the Manufacturing Inspection Branch (ANE-

178), to Canadian-registered and appropriately certificated amateur-built aircraft under the provisions of FAR § 91.715 for the purpose of operating amateur-built aircraft.

(2) The special flight authorization shall be prepared according to Order 8130.2, Airworthiness Certification of Aircraft and Related Approvals, as amended. ANE-178 will prescribe operating limitations that will complement the restrictions imposed by Transport Canada and any additional limitations deemed appropriate for operation in the United States. The duration of the special flight authorization shall not exceed 180 days.

13. SURRENDER OF CERTIFICATE. Repairman certificates should be surrendered whenever the aircraft is destroyed. However, if the aircraft is sold, the repairman may elect to retain the certificate in order to perform condition inspections on the aircraft for the new owner. Surrendered certificates should be forwarded to the Mike Monroney Aeronautical Center, Airmen Certification Branch, AVN-460, P.O. Box 25082, Oklahoma City, Oklahoma 73125, with a brief statement of reasons for surrender. The certificate cannot be transferred to the new owner.

Section 2 Procedures

1 PREREQUISITES AND COORDINATION REQUIREMENTS

A. Prerequisites

- Knowledge of FAR Parts 43 and 65

B. *Coordination.* This task may require coordination with other Airworthiness Safety Inspectors (ASIs) familiar with the applicant's skill and knowledge.

3. REFERENCES, FORMS, AND JOB AIDS

A. References

- Advisory Circular 20-27, Certification and Operation of Amateur-Built Aircraft, as amended

- Advisory Circular 65-23, Certification of Repairman (Experimental Aircraft Builders), as amended

B. Forms

- FAA Form 8610-2, Airman Certificate and/or Rating Application
- FAA Form 8060-4, Temporary Airman Certificate

C. Job Aids. None.

5. PROCEDURES

A. *Verify the Applicant's Eligibility.* Ensure the following:

- The applicant is at least 18 years of age

- The applicant meets the requirements of FAR § 65.104
- The applicant proves to the satisfaction of the inspector an ability to perform condition inspections and an ability to determine whether the aircraft is in a condition of safe operation

B. *Review Applications.* Ensure that the applicant checks the box for Repairman Certificate and indicates the rating sought. Complete the FAA Inspector's Report portion on the reverse side of FAA Form 8610-2, Airman Certificate and/or Rating Application.

7. TASK OUTCOMES

A. *File PTRS Transmittal Form*

B. *Issue Certificate.* When it has been determined that the applicant meets all the requirements for certification, approve the application by signing it. Complete FAA Form 8060-4, Temporary Airman Certificate, in duplicate.

(1) Give the applicant a copy of FAA Form 8060-4. Both the applicant and the inspector must sign this form.

(2) Send FAA Form 8610-2 and the original FAA Form 8060-4 to the Airmen Certification Branch, AVN-460.

C. *Deny Certificate.* If the application is disapproved, return it to the applicant with a letter explaining the denial.

9. FUTURE ACTIVITIES. Enforcement action against the repairman may be considered if the aircraft is maintained in a manner contrary to the maintenance requirements contained in its operating limitations.

